



TPB REGIONAL PUBLIC TRANSPORTATION SUBCOMMITTEE

Virtual Meeting Summary: June 28, 2022

ATTENDEES, total: 16

Spring Worth, DDOT (Chair)	Cody Christenson, RKK	Andrew Meese, TPB
Gary Erenrich, MCDOT	George Kandathil, TCCS	Stacy Cook, TPB
Kevin Chai	Stacy Weisfeld, WMATA	Eric Randall, TPB
William Jones, WMATA	Zack Gambetti-Mendez, DDOT	Joe Davis, TPB
Nick Ruiz, VRE	Jesse Casey, GWRCC	James Li, TPB
Malcolm Watson, Fairfax Co.		

AGENDA

- 1. WELCOME AND INTRODUCTIONS, *Spring Worth, Chair***
 - The meeting was called to order and a roll of online attendees was called.
- 2. GEORGIA AVENUE BUS PRIORITY PROJECT, *Zack Gambetti-Mendez, DDOT***
 - Zack Gambetti-Mendez briefed the committee on the progress of the bus priority project.
 - He noted that the Bus Priority Plan was completed in support of the moveDC long range plan, both in December 2021.
 - The Georgia Ave plan tackles smaller corridor segments.
 - Buses are slow both ways; peak-direction only would not be sufficient.
 - Also need to stop the need for buses to snake in and out of stops. Illegal parking meanwhile prevents the buses pulling to stops in accordance with ADA requirements.
 - Curb management of parking vs loading zones is critical
 - In August, DDOT met with community leaders

Discussion:

- How many parking spaces are affected? How many will be lost? DDOT is proposing an offset bus lane. Would leave one GPL plus left turn pockets.
- Are you working with Metro on tactical bus lanes? Looking at a one mile stretch in Silver Spring. WMATA is a collaborator, but DDOT is the lead designer.
- Montgomery County has difficulty working with the state. WMATA engineering support can also be a challenge to connect with.
- What is the budget for the project? Only 1 of 51 projects, will depend on the treatments chosen for other needs. Focus is on quick wins.
- Any discussion of how the federal-aid NHS is impacted by this? Environmental groups are looking at NEPA and the federal process. DDOT is considering various mitigation measures.
- Does increasing the speed and reliability of the bus impact car speeds? Part of the traffic

analysis that will be conducted. Selected project is likely to worsen car traffic, but this is a key bus corridor. Diversion analysis will be very important. Whether the BPL is peak-only or all-day is still to be determined.

- Is there any info on passengers per hour? How about potential operating cost savings?
- The K Street Transitway project is about \$100 M, other DDOT bus priority projects total about \$100 M.

3. TPB UPDATES: 2021 STATE OF PUBLIC TRANSPORTATION REPORT; TRANSIT EQUITY ANALYSIS UPDATE, *Eric Randall, TPB Transportation Engineer*

- Eric Randall provided updates to the committee on the progress of several activities by the TPB.
- He spoke to the State of Public Transportation report for 2021, which will be briefed to the TPB Technical Committee at its July meeting. The report is being completed under contract by ICF and Foursquare ITP. Any final comments are needed asap.
- He then spoke to the Transit Equity update, which re-does the 2021 analysis with bus service as of March 2022. Similar results, with equity emphasis area populations having more bus service, but still not that much in the large picture. A memo with the funding of the 2022 analysis is available.

Discussion:

- Multiple layers need to be considered. There are other studies of equity by counties, the feds. Need to look into the issues raised, not only lack of service but also bus routes not restored.

4. OTHER BUSINESS / ADJOURN, *Spring Worth, Chair*

- The meeting was adjourned.
- The next meeting is scheduled for August 23, 2022

All meeting materials are available for download from the subcommittee's website:

<https://www.mwcog.org/events/2022/6/28/tpb-regional-public-transportation-subcommittee/>

